

INTIMATION

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A—SUPERIOR PALE, Red Capsule	\$20
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WATSON'S * * * COGNAC, Gold Capsule	23
C—SUPERIOR OLD LI- QUEUR COGNAC, Gold Capsule	29
D—VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule ...	35
E—FINEST OLD BROWN BRANDY, Gold and White Capsule	40
HENNESSY * * *	30
BOUTELLEAU'S CHAM- PAGE LIQUEUR	40
Per Doz.	
FINE PALE COGNAC (Marie Brisard & Roger's)	\$20.80
S. O. F. V. O. COGNAC (Marie Brisard & Roger's) ...	64.80
VERY FINE LIQUEUR COGNAC, 60 Years Old (Marie Brisard & Roger's) ...	100.00

Note—For Hongkong the above Prices will be increased by the amount of duty payable—\$7.20 Per Dozen.

A. S. WATSON & CO.
LIMITED,
ALEXANDRIA BUILDINGS.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No unauthorised signatures or communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: F. B. B. Codes: A. B. C. 5th Ed. Edition. P. O. Box, 34. Telephone No. 12.

BIRTH.
On October 1st, at Southow, to Rev. and Mrs. PALMER CLIBBY DU BOIS, a son (Eugene Zemp).

DEATHS.
On October 3rd, at Shanghai, SARAH RACHEL, beloved wife of Insp. E. H. Lynch, Wayside Station, aged 40 years.
On October 3rd, at Shanghai, BERTRAM SMITH, engineer, Hantsin-Pukow Railway.
On October 3rd, at Shanghai, HELENA CHRISTINA, only child of Mr. and Mrs. D. Warden, aged 10 months.

HONGKONG OFFICE: 10A, DES VUE ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 11TH, 1910.

GREAT satisfaction is derived in Peking from the telegraphic news that part of the Peking-Hankow Redemption Loan, amounting to £450,000, bearing interest at 7 per cent, has been issued in London at 108. What gives especial pleasure is that the loan is not encumbered, like previous foreign loans, with special securities, restrictions and provisions for preferential treatment of the financing country. "It is extraordinarily significant to note," says a semi-official Peking contemporary, "that the issuance of the present loan in the London market has only the national credit of the Empire as its security, and carries no preferential clause to the loaning nation." From this same source we learn that the loan is financed by the City and Midland Bank at the instance of the Chiao-Tung Bank of the Ministry of Posts and Communications. The loan is stated to have been "several times oversubscribed." This is, of course, regarded as eloquent testimony to the faith in China's national credit which obtains in financial circles in England, and now that

a beginning has been made with the negotiation of loans in this way with a degree of success which the Chinese Government scarcely dared to anticipate, further ventures of the kind are foreshadowed. If there is found to be a ready sale for these Chinese Government bonds in London, "it is understood that this may serve in the near future as an opening wedge for the successful flotation of a big loan to be employed in the extensive development of the national resources." Reuters's telegram announcing the success of the Peking-Hankow loan mentioned that it had been subjected to some criticism. This is discounted in Peking by the cheap sneer that such criticism is inspired by some persons interested in the imposition of conditions detrimental to China's political and economic status. This is absurd. All the capitalist is concerned about is the safety of his money, and most students of Chinese affairs will, we think, agree that financiers who lend China large sums of money simply on the security of the national credit of the country at the present time are taking a risk which scarcely seems justified. That, however, is their affair, and China is naturally pleased to find financiers who have such abounding faith in her financial stability. Possibly the successful flotation of the Peking-Hankow loan on such terms has some bearing on the recent refusal of the Chinese Government to take up the Canton-Hankow Railway loan from the four foreign syndicates interested. At the conference on the subject which took place at Peking about ten days ago, telegraphically reported by our Peking correspondent, we observe that H.E. SHEN KUN-PAO, Vice-President of the Ministry of Posts and Communications, criticized the terms offered, and would not agree to take up the loan, "urging the promise to the gentry not to employ foreign capital." The real reason, of course, is that the Yuchuanpu has now some reason to believe that the money can be raised in the open market on better terms. From the first there has been a provincial agitation against the employment of foreign capital, but it has been made very clear that the objection has been not so much to the source from which the capital is obtained for railway undertakings now generally recognised to be desirable, but rather to the terms and conditions on which foreign capital has heretofore been obtained. If the money necessary for the construction of the Canton-Hankow railway were offered on the sole security of the national credit of the country we should hear nothing further of the "promise to the gentry not to employ foreign capital." Possibly this is "the big loan" foreshadowed by the semi-official organ of the Wai-wu-pu. It will, at least, be hoped that these important railway undertakings will not be "hung up" until China is in a position to proceed with them without the aid of foreign capital.

Major C. C. Cobbe, East Kent Regiment, has been appointed Commandant of the Detachment Barracks at Hongkong.

The *Empress* steamers are announced to sail on the dates shown in the C. P. R. Co's advertisement at 7 a.m. in future instead of 6 p.m.

Sir Patrick Manson, F.R.S., who this month completes his 56th year, is shortly retiring from the post of Medical Adviser to the Colonial Office.

Two Chinese and one Portuguese case of enteric fever were the only cases of communicable disease reported in the Colony of Hongkong last week.

A Chinese woman from 246, Hollywood Road, was ordered by Mr. E. R. Hallifax at the Magistrate's Court yesterday to pay a fine of \$230 for being in possession of a quantity of opium. The alternative was eight weeks' imprisonment.

A boy employed in the lower bar of the Stag Hotel was charged before Mr. J. R. Wood at the Magistrate's Court yesterday with stealing 70 cents worth of whisky. The offence was proved and he was sentenced to fourteen days' imprisonment.

Mr. K. von Wiser, the Austrian Consul, charged four chair coolies before Mr. E. R. Hallifax at the Magistrate's Court yesterday with disobeying lawful orders. The defendants were found guilty, and ordered to pay a fine of \$5 each.

The return of visitors to the City Hall Library and Museum for the week ending the 9th October shows that of non-Chinese there were 363 to the Library and 224 to the Museum, and of Chinese 143 to the former and 3,015 to the latter. The Library was, therefore, used by 506 persons and the Museum by 3,239.

A Chinese was charged before Mr. J. R. Wood at the Magistrate's Court yesterday with breaking into the cook house of No. 64, Queen's Road, and stealing a copper pan and spoon valued at \$6. The offence was proved, and the defendant was sentenced to one month's imprisonment and four hours' stocks.

Captain Cheng Ching Pang arrived in London last month from Peking to attend the British Army manoeuvres on behalf of the Chinese Government.

The St. Andrew's Society of Shanghai disburses more in charity than does the Hongkong Society. The disbursement during 1909-10 in Shanghai amounted to \$1,726.44.

Col. E. J. Cooper, C.B., M.V.O., D.S.O., has been appointed to command the troops in North China, with the temporary rank of Brigadier-General, in succession to Col. W. H. H. Waters, C.V.O., C.M.G.

According to the reports of the provincial authorities to the Naval Department, the Chinese fleet consists of 214 ships all told, of which 17 are armoured cruisers. The majority are out of repair and useless.

Three Chinese, one a district watchman, were charged before Mr. E. R. Hallifax at the Magistrate's Court yesterday with refusing to pay their tram fares. The watchman was ordered to pay a fine of \$10, and each of the other defendants was mulcted in the sum of \$5.

Sympathy is extended to Police Inspector Robertson in the death of his eldest son, aged fourteen years, at the Matilda Hospital yesterday morning. The cause of death was appendicitis, the lad being too weak to permit of an operation being performed.

The appointment of Rear-Admiral Robert H. B. Stokes (formerly Commodore at Hongkong) to be Superintendent of his Majesty's Dockyard at Devonport, in succession to Vice-Admiral Charles H. Cross, was officially announced last month. The appointment dates from 4th October.

A young married woman (Chinese) while leaving her house at 15, Tung Man Lane, about five o'clock yesterday morning to go to the Market for provisions, fell from the first floor landing into the street. An ambulance was hastily summoned and she was placed in this to be removed to hospital. On the way, she died from the injuries sustained.

We regret to learn that Mr. Dealy, Head Master of Queen's College, Hongkong, who went home on leave in the Spring, has been in Hospital ever since his arrival home until last month, suffering from blood poisoning, caused by being bitten by a rat on the ship by which he travelled home, the wound having been insufficiently cauterised afterwards. News received by yesterday's mail is to the effect that Mr. Dealy has now left the hospital and gone to Torquay to recuperate.

Liu Yu-lin, who has been appointed Minister to London, is at present one of the senior officials in the Waiwupu. He is a Cantonese, and was educated in America. He held the post of Consul-General in South Africa during the immigration of Chinese labour for the mines, and he was the chief representative of China at the Opium Conference at Shanghai in February, 1909. He would have already attained to higher office had he not been in mourning for his father during the last three years.

The subject of an action at the Supreme Court yesterday was the return of money paid by a country Chinese to another for procuring him a passage to America. The passage had not been obtained and the action was to recover the \$120 paid on deposit. The letters from the defendant to the plaintiff explaining why he had not booked a berth on certain steamers, were very amusing. In one he stated that the berth on the steamer was not good enough for his friend, and he hoped to arrange something more comfortable for him, by and by. But nothing more was heard from him. Hence the action.

Before Mr. J. R. Wood at the Magistrate's Court yesterday a Chinese named Chung Fung Kai was charged with conspiracy. The charge showed that the defendant and three others, on divers dates between 23rd December, 1908, and 15th January, 1909, unlawfully, fraudulently and deceitfully did amongst themselves conspire, combine, confederate and agree together by divers false pretences and unlawful and subtle means, ways, stratagems and devices to obtain and acquire from Lenny Po the sum of \$1,900 and \$800, and to cheat and defraud him thereof. Mr. J. H. Gardiner appeared for the defendant, and the hearing was adjourned.

Arrangements for the forthcoming Autumn Race Meeting at Shanghai are now well in hand. The new stand is just about complete and painted white looks most attractive. The Pari-Mutuel accommodation is this year to be increased by the addition of an extra room, and though nothing has been done as yet with regard to the Press accommodation this is having the attention of the stewards. The races are to be held on Tuesday, Wednesday and Thursday, 1st, 2nd and 3rd November, and not as heretofore on Monday, Tuesday and Wednesday. The last three meetings have all been attended with wet weather and it is hoped that such will not be the case at the coming meeting.

The Chinese Judges and the Attorney-General of Peking, who were in England last month on their way to the eighth International Prison Congress in New York, were entertained at luncheon in the Trocadero Restaurant by the London Court of Arbitration, which is under the joint management of the London Chamber of Commerce and the Corporation of the City of London. Sir Albert Rolitt, Chairman of the Court of Arbitration, presided and among those present in addition to the Chinese visitors were: Mr. F. T. Chow (Chinese Legation), Mr. Chao-chu Wu, Captain R. Aston Blake (Deputy Master of the Trinity House), Sir J. Glover, Sir Herbert Marshall, Mr. W. Gillespie (Deputy Chairman of the London Court of Arbitration), Mr. B. S. Fraser, and Mr. C. E. Town (Assistant Secretary of the London Chamber of Commerce).

THE GREAT NICOLA.

"BOXED UP" BY A LIFT BOY.

"Nicola! Professor Nicola!" was shouted in a stentorian voice by a policeman at the Magistrate's Court yesterday, and for a time there was no response. The Court was filled by a Chinese crowd who appeared anxious to hear a charge of assault preferred by a lift boy against the great magician, but for a time it was thought that Nicola would perhaps baffle the Court by "vanishing into thin air." Such was not his intention, however, for the repetition of his name brought him hurriedly into the Court presided over by Mr. Hallifax. He was then charged with assaulting Hoi Lam Sam, a lift boy engaged at the Hotel Mansions, and admitted the charge.

Mr. P. M. Hodgson (of Messrs. Ewins & Harston), who appeared for the complainant, stated that Professor Nicola went home on Tuesday night after the lift had stopped raining. It stopped at twelve o'clock, the boys having instructions to cease at that hour. Mr. Nicola returned home too late for the lift and had to walk upstairs. On the following morning accompanied by others, he took the lift to descend to the ground floor. In the course of the descent he asked the boy why the lift was not running on the previous night, or words to that effect, practically inferring that it was the boy's fault that it was not. The boy, who was not on duty on the previous night, said, "I no savvy. Not my pligin." Mr. Nicola, who was probably in a temper, hit the boy on the face.

His Worship—This was in the lift, while it was moving? Mr. Hodgson said it was. At the next landing the boy got out, and letting the lift run midway between two floors stopped it, shutting Nicola in. Mr. Nicola had probably never been boxed up in his life like that before. The boy went to Mr. Humphreys, told him what had happened, and said he had got the man safely locked up in the lift. He took Mr. Humphreys round, and in his presence got into the lift. Mr. Nicola was probably very much annoyed because he could not get out, for it appeared to be the first thing he could not get out of. He hit the boy again in the presence of Mr. Humphreys, and Mr. Hodgson did not think he would deny the assault. In this case he was going to ask his Worship to inflict a severe fine. Assaults of this kind were constantly happening, and this was a serious case. People should not take the law into their own hands and assault boys. If they had any complaint to make they should go to the proper place and make it.

His Worship (to defendant)—You have pleaded guilty to the assault. Are those the facts that Mr. Hodgson has given us now?

Professor Nicola said that part of them were, and part were not. After his show on the first night, when he returned to the Hotel Mansions, he told the lift boy that he wanted to go up to his room. The boy said, "Finished. No can do." He was very tired, of course, for he worked very hard, especially at night. He was mighty tired, and lived on the top floor, about six lights up. On the way up he went into the room of one of his assistants, who was sick, to see how he was. While there he heard a noise, and on going to see the cause of it, up came the elevator with another man. He thought it was mighty funny that the boy should take up another man, and would not carry him. He then wanted to get some water for his assistant, and rang the lift bell. The boy would not go up, but finally the lift appeared with another man who got out on the floor below. Then it ascended to the floor on which Nicola was standing, and he told the boy he wanted some water, and asked him why he refused to take him (Nicola) up, and then took two other men. The boy went down, and defendant thought he was going to get some water, but he did not. The next morning when defendant took the lift he was still mad about it, and asked the boy what was the matter. He further said that he did not wish to walk up every night, especially if others were taken up in the lift after him. The boy said he was not on the lift on the previous night, and Nicola grabbed him and turned him round to look at him. The boy got frightened, jumped out on a landing, closed the elevator and lowered it midway between two floors, where he left them. There was a lady in the lift with him, and they were in rather an embarrassing position with the Chinese standing below laughing at them. Mr. Hodgson said he could not get out, but he could.

A friend of Nicola's, who was in Court, said the conjurer wanted to get out, but he wouldn't let him because it was too dangerous. His Worship—You have no business to touch a lift boy in a lift, Mr. Nicola. Mr. Hodgson pressed for a heavy fine. The defendant had no business to touch the lift boy at all. Mr. Humphreys was there, and he could have complained to him. Defendant—I did not strike the boy at all. His Worship—You had no business to touch him in the lift. He was the lift boy. Defendant—I am sorry I did. His Worship—You will pay a \$25 fine.

THE THEFT FROM THE "CHARLES HARDOUN."

We learn that a Chinese gunboat cruising near Macao yesterday morning overhauled a junk and discovered underneath some general cargo the sixteen bales of raw silk stolen on Friday last from the steamer *Charles Hardoun* while lying at her wharf in Hongkong. The silk, which was found intact, is valued at \$16,000.

THE STOLEN SILK RECOVERED.

We learn that a Chinese gunboat cruising near Macao yesterday morning overhauled a junk and discovered underneath some general cargo the sixteen bales of raw silk stolen on Friday last from the steamer *Charles Hardoun* while lying at her wharf in Hongkong. The silk, which was found intact, is valued at \$16,000.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE REVOLUTION IN PORTUGAL.

LONDON, October 10th.

From Gibraltar the yacht "Amelia," being State property, sails for Lisbon.

King Manuel and his mother remain as guests of the Governor of Gibraltar, while the Dowager Queen Maria Pia and the Infante Alfonso proceed to Italy.

From Lisbon it is reported that the Government is striving its hardest to end the increasing anti-clerical agitation. Whenever priests appear on the streets they are attacked.

President Braga occupies one of the royal palaces.

Telegrams have been received from all the colonies expressing adherence to the Republic.

Ambassadors have been appointed to Paris, Madrid and Rome.

The proclamation of the Republic has been formally notified in most capitals.

LATER.

THE ROYAL FAMILY.

The Queen Dowager Maria Pia and the Infante Alfonso are guests of Rear Admiral Pelham.

King Manuel is on the yacht "Amelia" which is expected to leave Gibraltar for Villamanrique, near Seville, the residence of Queen Amelia's mother, the Comtesse de Paris.

EXPULSION OF MONKS AND NUNS. Lisbon news states that the expulsion of the monks and nuns is already beginning, the children entrusted to their care being sent back to their parents.

PROCLAMATION AT MACAO.

Yesterday afternoon a "Bulletin Official" was issued at Macao proclaiming the establishment of the Republic in Portugal. All is quiet at Macao.

THE NEW REPUBLICAN CABINET.

The new Cabinet is composed as follows:—Presidente—Theophile Braga.

Ministros:—Reino—A. J. d'Almeida. Justicia—Alfonso Costa. Guerra—Coronel Barretto. Fazenda—Basilio Telles. Marina—Amaro d'Azavedo Gomes. Estrangeiro—Bernardino Machado. Obras Publicas—Antonio Luiz Gomes.

News has reached the Colony from Portuguese sources that Oporto and the other provinces remain loyal and that a loyalist force is marching towards Lisbon to re-establish the Monarchy. Heavy fighting is expected. The news seems doubtful.

HONGKONG CRICKET LEAGUE.

A meeting of the Cricket League was held at the pavilion of the H.K.C.C. last night, when the Hon. Dr. Adkinson presided over a number of representatives of different clubs interested.

Rule 9 of the rules of the League was amended to read as follows, "A win shall count one point, a draw or a loss shall not count. The percentage on the number of matches won shall be reckoned, and the club having the highest percentage to hold the Shield for the ensuing season."

Rule 10 was also amended, and now reads as follows, "In case a match is not finished owing to rain, it shall be replayed. But if this, in the opinion of the committee, should be impossible, the match shall be considered as abandoned."

Mr. W. D. Braidwood's offer of a prize to be given to the man who makes the biggest number of catches by the end of the season was accepted, and the secretary is to write and thank him.

The Royal Drawing Society's Scholarship has been awarded to Miss Ursula Wood.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

FINANCIAL TROUBLES AT SHANGHAI.

SHANGHAI, October 10th.

The embarrassment, virtually the failure, of another native bank complicates the financial situation.

Three banks are weakened in consequence of this failure.

The Chinese are making every effort to cope with the position.

It is understood that the Taotai is calling in all funds preparatory to leaving the port.

[FROM THE "CHUNG NGOI SAN PO."]

FAILURE OF BIG CHINESE BANK AT SHANGHAI.

SHANGHAI, October 10th.

An old established Chinese bank, with branches in different Provinces, has failed, involving over ten million taels.

The Settlement is now in an uproar, as twenty-one other banks had dealings with the one that failed, and it has suspended payment.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

FINNISH DIET DISSOLVED.

LONDON, October 10th.

The Finnish Diet, which has refused to receive certain Russian Ministerial proposals, has been dissolved.

The Tsar has ordered the Bills which the Diet refused to discuss, to be submitted to the Duma.

MR. ROOSEVELT AGAIN ON TOUR.

LONDON, October 10th.

Mr. Roosevelt is continuing his tour in the Southern States and repeating the triumph he secured in the Western States.

ANARCHY IN PERSIA.

LONDON, October 10th.

Telegrams from Teheran report that disorder and brigandage are rife in the Southern provinces.

A NEW SOLICITOR.

An interesting event took place at the Supreme Court yesterday when his Honour Mr. F. A. Hazeland, Acting Chief Justice, admitted to practice as a solicitor Mr. Yan Sik Ho, the son of Mr. Ho U Ming. Mr. Eldon Potter moved the Court that the gentleman named be approved, admitted, and enrolled as a solicitor to practice in that Court. Mr. Ho was the son of a well-known Chinese gentleman residing in the Colony. He was educated at Queen's College, and having passed the Oxford local examination went to England, where he was articled first to Messrs. Locking & Holditch, in Hull, and subsequently to Messrs. Rolitt & Sons, London. He passed his solicitor's examination in June last and was placed in the honours list. He had not sought admission in England, though he was eligible, but he intended to be admitted and to practice. Subject to the production of the certificate of admission, he asked that Mr. Ho be admitted to practice here.

His Lordship understood there was a precedent for this.

Mr. Potter replied that there was express power given his Lordship in the Ordinance quoted.

His Lordship granted the application, subject to the production of the certificate.

Mr. Yan Sik Ho intends to join the office of Mr. Leo d'Almeida.

CRICKET.

PARIS: 8. THE PRESIDENCY.

The annual match between the Paris and the Presidency XI was played at Poona on the 5th and 9th September and resulted in an easy victory for the former. The Paris winning the toss elected to bat, and contributed the respectable score of 386 runs. The Presidency replied with 119 and had to follow on in consequence, responding with 51 runs only. Thus the Paris won by an innings and 186 runs.

INTERPORT RIFLE SHOOTING.

Hongkong marksmen will have to test themselves if they intend to make any serious attempt to win interport honours this year. The other day Singapore men at practice put up the following scores:—Chatter 102, Tan Chow Kim 101, Ferguson-Davies 99, J. Wakeford 96, Song Ong Siang 96, Fowle 94.

NOTICE

Communications, respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

SUN-SHINE

THE BUSINESS of the SUN-SHINE is now being carried on in co-partnership by the undersigned at the usual address, No. 90, Queen's Road Central, Victoria, Hongkong, and Mr. LEUNG WING PO has been Appointed MANAGER.

The Public are respectfully solicited to continue their patronage and confidence, and their Orders will be carefully and promptly carried out.

NG HON CHI,
TSI YUM CHI,
SIUM PAK MING,
FUNG HUNG CHUN,
CHAN SING HO,
CHEUNG YUNG CHAU,
CHEUNG MAN HING,
CHAN TSI MUT,
LEUNG HOK LAU.

Hongkong, 11th October, 1910. [1165]

THE H.A.L. Steamship

"ARAGONIA,"
Captain Meyer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE,
Hongkong Office,
Hongkong, 10th October 1910. [1163]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE R.M.S.P. Company's Steamship

"MONMOUTHSHIRE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within 10 days of vessel's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., at 6 P.M. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined at 10 A.M. on the 16th inst.

No Fire Insurance will be effected by us in any case whatever.

JARDINE, MATHESON & Co., Ltd.,
Hongkong, 10th October, 1910. [1164]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:-

Epitome of the Week's News.

The Debate on the Colonial Estimates.

Opening of the Kowloon Railway.

Universal Penny Postage.

China's Senate.

Revolution in Portugal.

The Dalai Lama.

The Estimates.

Random Reflections.

Hongkong News.

Kowloon-Canton Railway.

Impending Departure of a Popular Consul Kulanen (Amoy) Municipal Council.

Opium Divans.

Opium Smuggling.

Indian Soldier Molested a Lady at Kowloon Shanghai Brokers & Speculators.

Wreck of H. A. L. Steamer "Lydia."

Municipal Enquiry at Singapore.

An Income Tax Foreclosed for S. pore.

Sporting Notes.

The Peking Gambling Raid.

Hongkong Volunteer Reserve.

A Shanghai Rubber Deal.

Local Sport.

Railway Service Suspended.

Baxter Schools Sale at Work.

Local Comment on the Kowloon Railway.

Liens, Sutor's Hongkong Story.

The Wanchai Tragedy.

"Hongkong's Prosperity Menaced."

The Confucian Anniversary.

Shanghai Taotai's Foreign Loans.

International Trouble in Manchuria.

Hongkong Appointments.

Pilots at Dairen.

Trade Depression in Hongkong.

Daring Swindle.

Typhoon Damage in the Philippines.

Company Report.

The Dairy Farm Company, Ltd.

Supreme Court.

Seven Deaths During Voyage.

Hongkong Legislative Council.

The Railway.

"Bedford" Relief Entertainment.

Smoking Concert.

Company Meetings.

Dairy Farm Company, Limited.

The Volunteers.

Travelling Presentations.

The Depression in Trade.

Shanghai Trade.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

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Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 11th October, 1910.

PUBLIC COMPANY

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the undersigned on SATURDAY, the 15th October, at Noon. The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th October, 1910, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 26th September, 1910. [1110]

NOTICE OF REMOVAL

NOTICE OF REMOVAL.

WE have This Day REMOVED our Offices to No. 8, DES VŒUX ROAD CENTRAL, 2nd floor (corner of Lee House St.). WEASER & RAVEN, Architects and Surveyors, Hongkong, 1st October, 1910. [1134]

FOR SALE

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 32, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

Revised by the MEMBERS.

Price—DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

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Hongkong, 4th October, 1910. [1148]

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Inspection invited.

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Hongkong, 26th October, 1906. [545]

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Hongkong, 6th March, 1907. [38]

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Hongkong, 12th August, 1909. [931]

TO LET

TO LET.

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"HOMEVILLE," 153, WANCHAI ROAD, TEN ROOMS. Good View of Harbour.

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OFFICES, Hotel Mansions.

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TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

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One GODOWN in MASON'S LANE.

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HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

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NOS. 19 and 23, SHELLEY STREET, new 5-Roomed House.

1 HOUSE in Bellfield Terrace.

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FOR SALE—For Cash, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

WANTED—A Small Furnished House, 4 to 6 Rooms, for a few months from about November, 1910, about Robinson Road level for choice.

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AUCTION

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to Sell by PUBLIC AUCTION, On THURSDAY, the 20th day of OCTOBER, 1910, at 12 o'clock, Noon, at their Auction Rooms in Ice House Street, THE VALUABLE LEASEHOLD PROPERTY IN ONE LOT

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Hongkong, 31st July, 1907. [546]

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D. TOWDRO, Manager.

Hongkong, 12th September, 1910. [591]

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CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000.

RESERVE FUND ... Gold \$3,250,000.

Gold \$6

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



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150 YEARS.

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Hongkong, 9th January, 1909. [574]

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FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
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CONSUMPTION

ON SALE:
A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG
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DEMAND DRAFTS ON BOMBAY

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English Mail from the Year of the Closing
of the India Mint to the Free Coinage of
Silver

FROM 1893 TO 1905;
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and other Useful Information.
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THE JAPANESE TARIFF QUESTION.

SOME GENERAL CONSIDERATIONS
(FROM "THE TIMES" SPECIAL CORRESPONDENT IN THE FAR EAST.)

Tokyo, Aug. 24th.
Two words, "autonomy" and "reciprocity," run like a refrain through all Japanese comment on the tariff question, and until the meaning and the importance of these two words are understood it is impossible to appreciate their attitude. British merchants and manufacturers are, naturally enough, concerned only with the increase of the duties levied on British imports into Japan; to the Japanese the question of the actual amount of the duties is only a branch, though doubtless a very important branch, of the tariff question. For the European traders the expiration next year of the 1894 treaties, embodying the conventional tariffs, is only important as involving a considerable increase in the duties which they or their customers have to pay; in Japan the day on which these treaties expire is as early looked forward to as one of the great dates in modern Japanese history, as the day on which the country will attain for the first time to that full international status which, throughout the last 40 years, it has been the ambition and the constant effort of her statesmen to achieve for her.

The first Japanese mission sent abroad, in 1871, had for its object to obtain the restoration of Japan's judicial and fiscal autonomy. The attempt was a failure; and it was not till 1894 that, by the abolition of Consular jurisdiction, the right of Japan to administer justice to all within her boundaries was recognized. Important as that concession was, it did not place her upon a footing of complete equality with other Powers. The commercial treaties concluded at that time limit the tariff autonomy of Japan to such articles as are not included in the conventional tariffs embodied in the treaties, and impose no corresponding restrictions on the fiscal autonomy of the other parties to them. In fiscal autonomy of the other parties to them. In fiscal autonomy of the other parties to them. In fiscal autonomy of the other parties to them.

With Great Britain, as Count Komura has explained in a much-quoted and not altogether happy utterance, an agreement of this reciprocal character is taken to be impossible so long as her present system of Free Trade is maintained. To be perfectly candid, an agreement in which tariff concessions should be balanced by tariff concessions would not be altogether easy even if Great Britain were to abandon Free Trade; for British imports from Japan are trifling, in British imports from Japan are trifling, in British imports from Japan are trifling.

THE QUESTION OF RECIPROCITY.
In England there seems a tendency to regard the placing of heavy duties on British imports into Japan while Japanese imports are admitted free of duty into Great Britain as in itself a violation of the principle of reciprocity on which the Japanese lay so much stress. That, however, is due to a failure to understand what the Japanese mean by that principle: the Japanese idea and the British idea of reciprocity differ so considerably that it is almost a pity to use the same word to express them. And this by no means applies only to tariff matters. A few instances taken almost at random will make the difference clear. Japanese subjects enjoy exactly the same rights of landownership in England as do British subjects; yet no Englishman, or any other foreigner, can own land in Japan; or, rather, to speak quite by the book, the law recently passed by the Diet, while conceding in theory the right of foreigners to own land, safeguards that right with so many conditions and restrictions as to render it practically valueless. Again, British law recognizes no distinction between British subjects and foreigners, including Japanese, with regard to the ownership of shares in commercial and industrial enterprises; but Japanese law denies to foreigners, including, of course, British subjects, the right of owning shares in a large number of companies, such as the leading banks, that are regarded as having a more or less "national" character. The Nippon Yusen Kaisha and other Japanese steamship companies possess the same right as their British rivals to carry goods and passengers between London, Hongkong, and Singapore, and generally to engage freely in the coasting trade of the British Empire; in Japan the right of British subjects and of other foreigners to participate in the coasting trade is subjected to considerable restrictions.

To most Englishmen these seem instances of anything but reciprocity; but they do not violate the principle as understood by the Japanese. Their view, and it applies equally to tariff matters, may be briefly summarized. Great Britain, like Japan, frames her laws to suit herself; differences in the circumstances of the two countries and differences in national character necessarily produce differences in their domestic legislation and, as in the cases quoted, in their treatment of foreigners. That Japanese enjoy rights in England that are denied to Englishmen in Japan is of course very fortunate for them; but it is due simply to the fact that Great Britain thinks a more liberal policy suited to her interests. For Japan to confer the same rights upon British subjects would be to modify in their favour the policy that she thinks best suited to her particular circumstances; and to satisfy the Japanese idea of reciprocity, such a concession would have to be balanced by some special concession to Japanese subjects on the part of Great Britain. As matters stand although there is admittedly a considerable difference between the Japanese treatment of British subjects and goods and the British treatment of Japanese subjects and goods, the Japanese law imposes no disadvantage on British subjects and British goods that is not imposed on the subjects and goods of other foreign countries; and British law confers no advantage on Japanese subjects and Japanese goods that is not granted to those of other foreign countries; and the principle of reciprocity is thus duly observed.

In discussing the argument that the free admission of Japanese goods into Great Britain should have disposed the Japanese to a more liberal treatment of British imports in the new tariff, it is pointed out here that Japanese exports consist almost exclusively of raw materials, on which even the most Protectionist countries are chary of imposing duties; thus France admits duty free 75 per cent. of her imports from Japan, Germany over 60 per cent., and America over 76 per cent.

SOME SOURCES OF MISUNDERSTANDING.
Although it was, of course, foreseen that there would be complaints on the part of the manufacturers and importers who will have to pay higher duties on their trade, the outbreak of indignant protest with which the new tariff has been

received was not anticipated in Japan. The Japanese really seem to have expected that the new rates would be compared, not with those of the conventional tariffs, which they regarded as a temporary expedient, but with those of other Powers, but with those of the statutory tariff that was passed in 1906 to take full effect when, by the expiration of the present treaties, Japan recovered her complete tariff autonomy. Foreign traders, on the other hand, seem to have regarded the old statutory tariff, which they have had in their hands for the past four years, as something that did not, and could not, concern them; and they, very naturally, compare the new duties with those that they have been in the habit of paying, instead of with those they would be called upon to pay next year if the statutory tariff of 1906 had not been modified by the law passed this year. This difference of standpoint has been the cause of much misunderstanding; the irritation of traders at the increased duties was aggravated by seeing them described officially and semi-officially as reductions.

But perhaps the most fruitful source of irritation was the neglect of the Japanese Government to provide the representatives of the foreign interests affected with any real opportunity of stating their case while the tariff was still under discussion. It is possible that the Japanese, sensitive, even perhaps unduly sensitive, on the subject of their tariff autonomy, disliked the idea of discussing the proposed rates with foreigners, out of a notion that any such discussion might be regarded as implying the recognition of some sort of a right to interfere. Whatever the explanation, the fact remains that the opportunity expected was not given; and the foreign traders feel some soreness that the representations they are now making would have been at once easier to make and more likely to be effective had they been able to bring them forward before the Tariff Bill was finally passed by the Diet. Perhaps even as things were something might have been done in this direction; but the time was very short. The Bill became law within two months of its communication to the Foreign Missions, and much of the discussion was of the semi-private kind which is now characteristic of the Japanese Legislature. Almost before those affected had time to state their case the new tariff had been passed. But the desire to conciliate English public opinion is so real that a more possibly be found to remedy any case of great hardship, and especially of anti-British discrimination, if such cases can be proved to exist.

NEW FISHES FOUND.

NOTABLE DEEP-SEA DISCOVERIES BY AN OCEAN EXPEDITION.

Oceanographical research is a branch of exploring enterprise which, unfortunately, has not figured prominently before the public gaze at any time, except when undertaken by the famous Arctic expeditions.

An expedition known under the name of the Michael Sars expedition has just completed its labours, after having made many notable discoveries in the science of oceanography. The Michael Sars expedition left Plymouth on April 7 of this year in the *Michael Sars*, a boat lent by the Norwegian Government. The problems which were to receive special attention were:

- (1) The mode of formation of the deep layers of the North Atlantic.
- (2) The composition of the oceanic deposits.
- (3) The rate of currents over oceanic shoals and in deep water; and
- (4) The distribution in depth and the pelagic algae and their relation to the depth to which sunlight penetrates in different latitudes.

THE STAFF ENGAGED.
To effect these discoveries, the *Michael Sars* carried a staff of famous and fully-qualified men, well versed in the study of oceanographical research work. Dr. Johan Hjort, the director of the Norwegian fisheries, was in command of the expedition, and his staff included Sir John Murray (who financed the expedition), Dr. Hjalmar Hansen, Professor Gran, and Mr. Koefoed (Dr. Hjort's assistant).

The expedition kept as close as possible to the programme outlined before its departure. Leaving Plymouth in April, and commencing its operations on the west coast of Ireland, the expedition steadily worked its way south to the Atlantic coast of Morocco as far as Cape Bajador.

Then it proceeded to the Azores, and the Canaries and Madeira, after which it crossed the Atlantic to Newfoundland. The homeward voyage was made by the same way.

THE PENETRATION OF LIGHT.
Throughout the expedition both physical and biological observations were constantly made—the number of stations amounting to seventy-four, while over six hundred temperature observations were made at various depths. In the Straits of Gibraltar and to the south of the Azores detailed observations were made with the Ekman current-measure.

With regard to the intensity and light beneath the water, it was found by exposing photographic plates at various depths that the number of stations amounting to seventy-four, while over six hundred temperature observations were made at various depths. In the Straits of Gibraltar and to the south of the Azores detailed observations were made with the Ekman current-measure.

TRAWLING 2,000 FATHOMS DEEP.
Many new species of deep-sea fishes were brought to light, and it was discovered that pelagic fishes exist at almost all depths. These deep-sea fishes were obtained by tow-nets, and trawls were also utilised at various depths down to 2,000 fathoms.

A special trawl was needed to carry on the investigations of the fauna down to 2,000 fathoms, but as many as three hundred and thirty deep-sea fishes were caught in a single trawl at five hundred fathoms off the west coast of Ireland.

The results of the biological research work are also exceedingly interesting and incidentally demonstrate the unique opportunities that await the oceanographer, student, or polar explorer in this specific branch of exploring enterprises.

MINUTE PELAGIC PLANTS.
It was found that by means of a stream which that centrifugal action on the sample of water taken from the Sargasso Sea revealed the presence of excessively minute pelagic plants, such as escape through the meshes of the finest silk nets.

These minute pelagic plants were discovered in large heaps in each litre of water down to about fifty fathoms, while investigations made it possible to observe many new species among them.—*Pall Mall Gazette*.

THE CHINA SQUADRON.

COMMISSIONING OF THE "NEWCASTLE".
The Naval Correspondent of the London Morning Post writing on the 21st ult. says:—
There is so great a difference in size and force between the *Bedford*, recently wrecked, and the *Newcastle*, which commissioned yesterday to replace her, that the choice of the *Newcastle* for this service has not unnaturally attracted a good deal of attention. The *Bedford* was of 2,800 tons, and mounted fourteen 6-in. guns, of which nine were available on each broadside. The *Newcastle*, of 4,800 tons, is scarcely half the size, and her broadside is of considerably less than half the weight; she mounts two 6-in. (100-pounds) and ten 4-in. (31-pounds), of which the two 6-in. and five 4-in. form the broadside.

Before the loss of the *Bedford* the Cruiser Squadron on the China Station consisted of the *Minotaur*, a powerful modern "armoured cruiser" about equal in force, and greatly superior in speed, to the battleships of ten years ago; of the *Bedford*, *Kent*, and *Monmouth*, all sister ships; and of two old second-class cruisers, the *Astron* and *Flora*, ships of 4,360 tons and 19 knots speed, mounting each two 6-in. and eight 4-in. guns, with a large number of 6-pounds. These last named were completed sixteen years ago, and it is interesting to compare them with the new ship of the same nominal class. The fast *Newcastle* on a higher displacement carries a somewhat weaker armament.

It is probably safe to state that the *Newcastle* was chosen because there was no other suitable ship available. The original "County" class, to which the *Bedford* belonged, consists of ten ships, of which, as has been seen, two are already in Chinese waters. Seven remain, and in other circumstances it might have been expected that one of these would be sent out. But none of these ships is available. The "improved County" cruisers of the *Devonshire* class are all but one in the Third Division of the Home Fleet, i.e., in reserve; but the original "County" cruisers are all in active service. Two of them have been fitted as sea-going training ships for cadets, two belong to the Mediterranean Cruiser Squadron, the remaining three are serving on the North American station in the Fourth Cruiser Squadron.

Another type of ship had, therefore, to be chosen. It was scarcely conceivable that one of the old first-class protected cruisers, which are frankly obsolete, would be sent; and if a second-class protected cruiser was to be decided on the choice lay between obsolescent ships of less than 20 knots and the new *Town* class. Some of the *Talbot* class are becoming available on replacement with the sea-going fleets by the sisters of the *Newcastle*; but they are elderly ships, and are being relegated to the Reserve Divisions at home. At the same time it is clear that one of them would not have been out of place in the China Squadron, which contains two *Astrons*, ships older, smaller, rather slower, and much more weakly armed than the *Talbots*, which carry eleven 6-in. guns each.

The *Bedford* belonged to a class which never found much favour with critics. She was much too weak to be regarded as a ship "fit to lie in the line," and a cruiser she was very costly. The *Bedford* cost about three-quarters of a million each, while the *Newcastles* cost but 235,000. However, experience has shown that the *Bedford* are no more than very costly cruisers, ships not primarily intended for heavy fighting; and the interest of the change lies in this, that it calls attention to an important change of policy only now complete. The *Newcastle* is designed for exactly the same work as the *Bedford*; for more than ten years the Admiralty maintained that the second-class cruiser was obsolete, was not fitted for this work. Of late, however, they have been persuaded to revert to the traditional policy. The *Newcastle* is the first-fruit of it.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



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SOLE AGENTS IN
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INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE
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TOTAL FUNDS AT 31st DECEMBER, 1909
£1,975,357.

- Authorized Capital ... £500,000
- Subscribed Capital ... 327,500
- Paid-up Capital ... 1,212,500
- Profit Funds ... 348,156

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN TOMES & CO., Agents.

Hongkong, 19th July, 1910. [783]

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DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.

Telephone 126.
Hongkong, 27th January, 1910. [1022]

SIEN TING

SURGEON DENTIST.
No. 10, D'AGUIAL STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1903. [1093]

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WE are the largest Dealers in the world in these attractive securities.
WHAT ARE THESE BONDS?
They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £10,000, or, at the very least, at their full nominal value.

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Write for Handbook, sent post free.
MELVILLE, GLEN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [886]

"LOOK ALIVE!"
Is one of the many casual every day interactions wherein lurks much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top; in society it is the active, graceful, agreeable person who is most run after; in the domestic circle it is the cheerful member who most completely wins and holds our attention. Therefore look alive! If you are suffering from anything which robs you of your healthy alertness attend to the trouble at once and don't rest until a cure is effected. If you suspect that dyspepsia or any disordered state of the stomach, liver, or bowels is sapping your vitality, it is certain that without delay, you should

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Sold everywhere in boxes, price 9d. (36 pills), 1/4 (36 pills) and 2/6 (108 pills).

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STEAMERS	MARIN, German str., 1,169, Christiansen, 26th Sept.—Manila 23rd September, Ballast—Johnson & Co.
ARAGONIA, German str., 3,322, C. Meyer, 9th Oct.—New York 20th August, General—Hamburg-America Line	MAVUSAR, British str., 1,644, Weigall, 3rd Oct.—Sunderland 24th Sept., Timber—Jardine, Matheson & Co.
BUTO MARU, Jap. str., 3,232, H. Hashimoto, 7th October, Moji 2nd October, Coal and General—Mitsui Bussan Kaisha	MONMOUTHSHIRE, British str., 1,234, G. E. Warner, 9th Oct.—London 18th August, General—Jardine, Matheson & Co.
CHEONGSHING, British str., 1,256, V. Liddell, 8th Oct.—Tientsin, Chetoo and Weihaiwei 2nd Oct., General—Jardine, Matheson & Co.	NANSHAN, British str., 1,299, Chas. Wawn, 4th Oct.—Saigon 28th Sept., Meal and Rice—Bradley & Co.
CHOSHUN MARU, Japanese str., 1,301, T. Yamaguchi, 9th Oct.—Shanghai 2nd October, General—Osaka Shosen Kaisha	NINGPO, British str., 1,228, Rickard, 4th Oct.—Swatow 4th October, General—Butterfield & Swire
CHUNSHANG, British str., 1,378, Anderson, 4th Oct.—Java 2nd Sept., Sugar—Jardine, Matheson & Co.	NIPPON MARU, Japanese str., 3,452, H. S. Smith, 4th October—San Francisco 6th September, General—Two Kioss Kaisha
COWRIE, British str., 3,055, J. Falles, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asiatic Petroleum & Co.	No. 3 KEKON, Japanese str., 3,778, T. Takai, 17th Sept.—Moji 11th Sept., Coal—Order
DAGNY, Norwegian str., 833, Solvresen, 23rd Sept.—Wakamatsu 17th Sept., Coal—Asgaard, Thoresen & Co.	OMURA MARU, Japanese str., 1,870, Yamamoto, 4th October—Taiwan 28th September, Coal—Mitsui Bussan Kaisha
DAIGO MARU, Japanese str., 864, K. Hori, 6th Oct.—Moji 2nd October, General—Osaka Shosen Kaisha	PAKLAT, German str., 1,018, E. Gathemann, 24th Sept.—Bangkok 17th Sept., Rice—Butterfield & Swire
DERWENT, British str., 1,574, Jenkins, 24th Sept.—Seigon 20th September, Rice and General—Maas Fat & Co.	PAOTING, British str., 1,027, E. L. Jones, 6th October—Newchwang 27th Sept., General—Butterfield & Swire
DEUFAR, Norwegian str., 1,102, Arnsen, 1st October—Bangkok 23rd Sept., General—C. S. N. Co.	PRIMA, British str., 2,908, B. J. Lewis, 5th Oct.—Liverpool 27th August, General—Butterfield & Swire
HAIYAN, British str., 1,186, J. W. Evans, 7th October—Fookhow via Amoy, Swatow 7th Oct., General—Douglas, Laiprak & Co.	QUARTA, German str., 1,145, H. Madson, 7th October—Macassar 17th Sept., General—Java-China-Japan Lijn
HANGCHOW, British str., 999, R. Robertson, 4th Oct.—Swatow 3rd October, Ballast—Butterfield & Swire	RAJAH, German str., 1,275, H. C. Reher, 24th Sept.—Bangkok 17th September, Wood—Norddeutscher Lloyd
HANOI, French str., 630, J. Pannier, 8th October—Haiphong and Hoihow 4th Oct., General—A. B. May	RIZAL, American str., 2,700, J. Heusing, 30th Sept.—Manila 26th Sept.
INABA MARU, Japanese str., 3,337, K. Kawara, 2nd Oct.—Shanghai 29th Sept., General—Nippon Yusen Kaisha	RUBON, Russian str., 3,645, A. Dombé, 4th October—Shanghai 30th Sept., Beans and Bean oil—Molichors & Co.
INDRAPURA, British str., 3,182, Mansfield, 4th October—New York 22nd July, General—Jardine, Matheson & Co.	SHIMIZU MARU, Japanese str., 2,479, Atsumi, 15th Sept.—Wakamatsu 8th Sept., Coal—Osaka Shosen Kaisha
INVERNESS, British str., 3,206, A. H. Smith, 16th Sept.—New York 30th July, General—Jardine, Matheson & Co.	SIGNAL, German str., 907, T. Twerger, 6th October—Wuhu 2nd October, Rice—Oriental
ISHTA, Italian str., 2,434, G. Balsato, 5th Oct.—Bombay 16th Sept., Cotton—Carlowitz & Co.	SOSHU MARU, Japanese str., 1,119, K. Nakawa, 9th October—Amoy via Amoy and Swatow 8th Oct., General—Osaka Shosen Kaisha
JOSHIN MARU, Japanese str., 702, H. Nira-yama, 9th Oct.—Swatow 8th Oct., Tea and General—Osaka Shosen Kaisha	SUDRA, British str., 3,929, W. E. Kelway, 27th Sept.—Koolang 25th Sept., General—Standard Oil Co.
KANSU, British str., 1,234, J. Thabbin, 4th Oct.—Wuhu 29th Sept., Rice—Butterfield & Swire	SURANG, British str., 1,716, M. Ricknell, 25th Sept.—Chingwantao 18th Sept., Coal—Chinoco
KEONGWAI, German str., 1,115, Foh. Kuhler, 8th Oct.—Bangkok via Swatow 7th Oct., Rice &c.—Butterfield & Swire	TEAN, British str., 1,246, A. W. Osterbridge, 7th Oct.—Manila 4th October, General—Butterfield & Swire
KIAN PAO, Chinese str., 1,222, H. Udden, 5th September—Chinkiang 30th August, General—Tung Lee & Co.	THORDIS, Norwegian str., 1,091, G. Jorgensen, 9th Oct.—Bangkok via Swatow 8th Oct., Rice—Asgaard, Thoresen & Co.
KUMANG, British str., 2,078, W. G. G. Leask, 7th October—Calcutta 22nd Sept., General—Jardine, Matheson & Co.	TJIKING, Dutch str., 2,326, H. Koops, 8th Oct.—Batavia and Buit. Nippon 30th Sept., Sugar and General—Java-China-Japan Lijn
KWANGLOO, Chinese str., 1,468, Lincoln, 7th Oct.—Shanghai 4th October, General—C. M. S. N. Co.	TEINTAU, German str., 1,002, Fr. Buecking, 6th Oct.—Bangkok 25th Sept., Rice and Wood—Butterfield & Swire
LENNOX, British str., 2,361, D. Reid, 1st Sept.—Keelung 30th Aug., General—Dodwell & Co.	WUHU, British str., 1,227, A. Luoker, 4th September—Shanghai 31st Aug., General—Butterfield & Swire
LOCKEY, German str., 1,020, W. Taubert, 5th Oct.—Bangkok 23rd Sept., Rice and Meal—Butterfield & Swire	
MACHW, German str., 995, C. Wolff, 9th Oct.—Bangkok 2nd Oct., Rice and Wood—Windom & Co.	
MANDAN MARU, Japanese str., 3,246, Yamamoto, 8th Oct.—Mikie 2nd Oct., Coal—Mitsui Bussan Kaisha	

SAILING VESSEL

ABROW, British barque, 2,971, Molvor, 20th May—Amoy 8th April, Kerosene Oil—Standard Oil Co.
DRUMELTZAN, British 4-masted barque, 1,799, Swatow, 27th August—Mozado 30th July, Ballast—Standard Oil Co.

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, September 29.

Par value each share 25 Cents paid up are:-	Malayan Companies.	Singapore & Co's Prices, August 31.	Dividends	Par value each share 25 Cents paid up are:-	Malayan Companies.	Singapore & Co's Prices, August 31.	Dividends
15/100	Alor-Pengau	1.60	25%	2/10	Malacca Ordinary	8.00
2/10	Anglo-Johore	2/10	Merlimau	7/3
17/100	Anglo-Malay	2/10	Merton Syndicate
2/10	Bakap	2/10	Mount Austin
2/10	Bantong	2/10	Narborough Est.
2/10	Batu Caves	17.50	35%	2/10	North Hummock	10% int. '09
2/10	Batu Kawan	2/10	Padang Jawa
2/10	Batu Tiga	5.10.0	2/10	Pandan Johore	3.0.0	50% '10
2/10	Berangan Selangor	2/10	Pataking
2/10	Berangan Selangor	2/10	Pelepah (Johore)	11/-	42% '09
2/10	Bidur	2/10	Perak
2/10	Bland Selangor	2/10	Peneiro Est.	10% '09
2/10	Bukit Clich	3.0.0	2/10	Prae
2/10	Bukit Kajang	2.7.0 pm	2/10	Ratanuf	10/4 pm
2/10	Bukit Mertajam	2/10	Rembia
2/10	Bukit Rajah	18.5.0	100%	2/10	Rim
2/10	Bukit Selangor	6.5.0	2/10	R. Est. of Krian
2/10	Castledale	2/10	R. of Johore
2/10	Changkat Salak R. and Tin.	4/0	2/10	Saga	15.0.0
2/10	Chavot	2/10	Seafield	7.10.0	10% '09
2/10	Chota Rubber	2.5.0	135%	2/10	Selangor	3.5.0	5% '10
2/10	Cicely Ordinary	2.5.0	100%	2/10	Sempah	2.5.0 pm
2/10	Cicely Preferred	2.5.0	100%	2/10	Sendayan	15% '10
2/10	Consolidated	2.15.0	25%	2/10	Seremban
2/10	Damansara	2/10	Seremban	3.17.0	10% '10
2/10	Dennistown	15/-	15%	2/10	Singapore (N. S.)	3.12.0	17% '09
2/10	Enlu Selangor	2/10	Singapore Para
2/10	Gara Kee E. Est.	2/10	Straits (Bertam)
2/10	Garing (Malacca)	2/10	Struthmore R.
2/10	Golden Hope	6.7.0	25%	2/10	Sungei Bahru	5.5.0	32% '09
2/10	Gula Kalumpung	6.0.0	10%	2/10	Sungei Choh
2/10	H. and Lowlands	15.17.0	50%	2/10	Sungei Kapar
2/10	Johore R. Lands	2/10	Sungei Kruit
2/10	Johore R. Lands	2/10	Sungei Lang
2/10	Jugra (Ordinary)	2/10	Sungei Salak
2/10	Jugra (Preferred)	2/10	Sungei Way
2/10	Kampung Kuantan	2/10	Tangkah
2/10	Kampung "A"	2/10	Third Mile
2/10	Kampung "B"	2/10	Tremelby
2/10	Kampung "C"	2/10	Utd. Sui Betong
2/10	Kampung "D"	2/10	Val d'Or Est.
2/10	Kampung "E"	2/10	Vallambrosa	2.5.0	250% '09
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Trade Centre; Shanghai, 1894; Emigration Convention, 1894; Christianization Convention, 1891; Tibet Sikkim Convention, 1890; Bureau Convention 1897; Kwionso Extension, 1838; Weihaiwei 1893; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France:—Tientsin, 1859; Convention, 1830; Tientsin, 1895; Conventions, 1895, 1897, and 1898; Frontier Trade Regulations.

United States:—Tientsin, 1819; Additional 1869; Peking, 1839; Emigration, 1839; Commercial, 1903.

Germany:—Tientsin, 1851; Peking, 1893; Mining Convention, 1899; Railway and Commercial Convention, 1893.

Japan:—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1897; New Port 1893. Supplementary Commercial, 1916.

Russian:—St. Petersburg, 1831; Russian East Trade, 1881.

Portugal, 1893; Commercial Treat, 1894.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1894; Duties Convention
Tientsin, Agreements as to Urores; United States, Extraterritorial Treaty, 1931; Great Britain (Alliance) 1907; Russia (Peace Treaty) 1905.

TREATIES WITH CORSEA
Japan, 1876; Japan Supplementary, 1873; Japan, 1861 and 1895. United States, 1893; Great Britain, 1895.

TREATIES WITH SIAM
Great Britain, 1856, 1893 and 1919, France, 1893 and 1904; Japan, 1893; Russia, 1890. Great Britain and France, Siam's Frontier; Great Britain and Russia, Railway Convention, 1896.

CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

LEGAL DOCUMENTS
Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam. Rules of H.B.M.'s Consuls and other Jour- in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, 1842; The British Consular Agreements, Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai; Chinese Passenger Act; Hongkong Life Assurance; Trade Marks and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

'THE CHRONICLE AND DIRECTORY' although contained in every possible manner in every year's score page.

It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of 21 5s. at which it was originally published.

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London Mr. F. Algar, 11, Clement's Lane, London, W.C. 2.
London Messrs. G. Street & Co., Ltd. 20, Cornhill, E.C. 4.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. H. Powell	About 13th Oct.	Freight and Passenger.
LONDON VIA USUAL PORTS	ASSAYE Capt. Owen Jones, R.N.R.	Noon, 15th Oct.	See Special of Call.
SHANGHAI, MOJI, KOBE and YOKOHAMA	JAPAN Capt. H. W. A. Clark	About 15th Oct.	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORE Capt. G. Phillips	About 19th Oct.	Freight and Passenger.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 11th October, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
MANILA	"TEAN"	On 11th Oct., 4 p.m.
CHEFOO & NEWCHWANG	"PAOTING"	On 13th Oct., 4 p.m.
HAIPHONG	"KAIKONG"	On 13th Oct., 4 p.m.
SHANGHAI	"CHENAN"	On 14th Oct., 10 a.m.
SHANGHAI	"CHIHUI"	On 15th Oct., 4 p.m.
CHEFOO & TIENTSIN	"LINAN"	On 15th Oct., 4 p.m.
MANILA	"KUEICHO"	On 18th Oct., 4 p.m.
	"TAMING"	On 18th Oct., 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in—Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 11th October, 1910

BUTTERFIELD & SWIRE,
AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 27th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to
HONGKONG, 11th October, 1910MELOHERS & CO.,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHEW
AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 11th Oct., at 11 a.m.
"HAIYANG"	Capt. A. E. Higgins	FRIDAY, 14th Oct., at 11 a.m.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 18th Oct., at 11 a.m.

For SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN ... Capt. A. H. Stewart ... WED'DAY, 12th Oct., at 11 a.m.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 8th October 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMER	TO SAIL
SHANGHAI	"WINGSANG"	Wed'day, 12th Oct. D'light.
SHANGHAI	"HANGSANG"	Thursday, 13th Oct. Noon.
TIENTSIN	"CHEONGSHING"	Friday, 14th Oct. Noon.
MANILA	"LOONGSANG"	Friday, 14th Oct. 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 15th Oct. Noon.
SANDAKAN VIA JESSELTON	"MAUSANG"	Sunday, 16th Oct. D'light.
MANILA	"YUENSANG"	Friday, 21st Oct. 4 p.m.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 23rd Oct. Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUMSANG," "MAUSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang
Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Truso, Usukan, Jesselton and Labuan.
Telephone No. 235, Sub. Exch. 4.

For Freight or Passage, apply to—
HONGKONG, 11th October, 1910

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 15th Oct., Noon.
RUBI	2540	R. Rodger	Manila	On 22nd Oct., Noon.

For Freight or Passage apply to
Hongkong, 9th October, 1910SHEWAN TOMES & Co.
General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. SENEGAMBIA ... 21st Oct.	S.S. ALEZIA ... 13th Oct.
S.S. SURVIA ... 4th Nov.	FOR HAVRE & HAMBURG:
S.S. WESTPHALIA ... 17th Nov.	S.S. C. FRED. LAEISZ 23rd Oct.
S.S. ARABIA ... 18th Nov.	S.S. BELGRAVIA ... 31st Oct.
S.S. SCANDIA ... 1st Dec.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. BRISGAVIA ... 16th Dec.	S.S. ARMENIA ... 9th Nov.
S.S. SLAVONIA ... 30th Dec.	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. SILVIA ... 17th Nov.
	FOR HAVRE & HAMBURG:
	S.S. SENEGAMBIA ... 26th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th October 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. BUJO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb., 1911

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong 1st September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	IVO MARU Capt. R. Takeda, HIRANO MARU Capt. H. Fraser, TANGO MARU Capt. A. Christiansen	7,000 9,000 8,000	WED'DAY, 12th Oct., at Daylight. WED'DAY, 26th Oct., at Daylight. WED'DAY, 9th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU Capt. S. Hiortdahl	7,000	SATURDAY, 5th Nov., from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. K. Kawara, TAMBA MARU Capt. K. Sato	7,000 7,000	TUESDAY, 11th Oct., at Noon. TUESDAY, 8th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, KUMANO MARU Capt. M. Winckler	6,000 6,000	FRIDAY, 23rd Oct., at Noon. FRIDAY, 25th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler	6,000	WED'DAY, 26th Oct., at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. S. J. G. Parsons	8,000	WED'DAY, 12th Oct., at Noon.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	9,000	THURSDAY, 13th Oct., at 5 p.m.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyne	6,000	TUESDAY, 18th October.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S Y. 550.00
IYO	7000	15th "	2nd Class S R. 325.00
HIRANO	9000	29th "	3rd Class S R. 240.00
TANGO	9000	12th April	"old str. 1st Class S R. 540.00
KAMO	9000	26th "	" 2nd Class S R. 330.00
MISHIMA	9000	24th "	" 3rd Class S R. 240.00

VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points:
INABA	7000	28th Mar.	1st Class S £30
TAMBA	7000	25th April	2nd Class S £21
AWA	7000	23rd May	1st Class S £20
			2nd Class S £15

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO,
MANAGER.

Hongkong, 7th September, 1910.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA	"CHICAGO MARU" Capt. I. Goto	5,182	WED'DAY, 2nd Nov. at Noon
VIA MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	5,178	WED'DAY, 30th Nov. at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI VIA SWATOW & AMOY	"DAIGI MARU" Capt. H. MURAYAMA	TUESDAY, 11th Oct. at 2 p.m.
TAKAO (DIRECT)	"JOSHIN MARU" Capt. Y. YAMAMOTO	TUESDAY, 11th Oct. at 4 p.m.
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 12th Oct. at 10 a.m.
SHANGHAI VIA SWATOW, AMOY & FOOCHEW	"CHOSHUN MARU" Capt. T. YAMAGUCHI	THURSDAY, 13th Oct. at 10 a.m.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS	2nd CLASS	3rd CLASS
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

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TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS
SIBERIAN RAILWAY.

TOULES arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.

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FOREIGN MONIES exchanged.

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PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBI-
TION of 1910.

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16, DES VŒUX ROAD,
HONGKONG.

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32, WATER STREET
YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate
filtration. Absolute purity assured. Plant open
to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

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CHILDREN OF THE CATHAY: a Social and Political Novel, by C. J. Halcombe ... 3.50	HONGKONG WEEKLY PRESS, half yearly vol. bound ... 7.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891 ... 1.00	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913 ... 2.00
THE HONGKONG TYPHOON, Sept. 18th, 1896, Illustrated Account ... 0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874 to 1909 ... 2.00
TEMPORARY MINING REGULATIONS IN CHINA ... 0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail days 1893 to 1905 ... 1.00
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NOVELTIES OF FITTINGS and STRINGS.

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For Particulars, Catalogues and Samples apply to the Sole Representative for China:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Devanha*, with the English mail of the 15th ult., left Singapore on Saturday, the 8th inst., at 8.30 a.m., and may be expected here on Thursday, the 13th inst., at about 6 a.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 7th of September, and for despatch overland on the 14th of September.

FOR	PER	DATE
Haitow and Haiphong	Haitow	Tuesday, 11th, 9.00 A.M.
Swatow and Doh	Michael Jensen	Tuesday, 11th, 9.00 A.M.
Swatow, Amoy and Foochow	Haitow	Tuesday, 11th, 10.00 A.M.
Shanghai, Taku, Dalny, Chemulpo, Nagasaki, Niji and Kobe	Aragonia	Tuesday, 11th, 10.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Yokohama, Victoria and Seattle	Inaba Maru	Tuesday, 11th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		

EUROPE, &c., INDIA VIA TUTICORIN.
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Swatow, Amoy and Tamsui	Daigi Maru	Tuesday, 11th, 1.00 P.M.
Manila	Sui Tai	Tuesday, 11th, 1.15 P.M.
Manila	Tan	Tuesday, 11th, 3.00 P.M.
Shanghai, Nagasaki, Moji, Kobe and Yokohama	Monmouthshire	Tuesday, 11th, 3.00 P.M.
Takao	Joshin Maru	Tuesday, 11th, 4.00 P.M.
Amoy	Hong Wan I	Tuesday, 11th, 4.00 P.M.
Saigon	Quarta	Tuesday, 11th, 5.00 P.M.
Saigon	Chunwang	Tuesday, 11th, 5.00 P.M.
Shanghai	Wingang	Tuesday, 11th, 5.00 P.M.
Singapore, Penang and Colombo	Iyo Maru	Tuesday, 11th, 5.00 P.M.
Fort Bayard and Haiphong	Touarey	Wednesday, 12th, 8.00 A.M.
Swatow, Amoy and Amoy	Sochu Maru	Wednesday, 12th, 9.00 A.M.
Swatow	Haimun	Wednesday, 12th, 10.00 A.M.
Bangkok	Rajah	Wednesday, 12th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Sui Tai	Thursday, 13th, 9.00 A.M.
Manila	Choshun Maru	Thursday, 13th, 11.00 A.M.
Manila	Hangang	Thursday, 13th, 1.15 P.M.
Manila	Sui Tai	Thursday, 13th, 3.00 P.M.
Chafco and Newchwang	Paoing	Thursday, 13th, 3.00 P.M.
Shanghai	Chenow	Thursday, 13th, 3.00 P.M.
Amoy, Hilo and Cebu	Kaifong	Thursday, 13th, 4.00 P.M.
Kobe and Yokohama	Kamo Maru	Thursday, 13th, 4.00 P.M.
Haiphong	Chihli	Friday, 14th, 9.00 A.M.
Swatow, Amoy and Foochow	Haryang	Friday, 14th, 11.00 A.M.
Tientsin	Cheongshing	Friday, 14th, 1.15 P.M.
Manila	Sui Tai	Friday, 14th, 3.00 P.M.
Manila	Loonwang	Friday, 14th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Singapore, Penang and Calcutta
Manila
Shanghai
Europe, &c., India via Tuticorin
(Late Letters 11.00 A.M. to NOON Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail.
Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The Parcel mail will be closed on Friday, the 14th inst., at 5 P.M.

Manila
Jesselton and Sandakan
SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Foochow
Chafco and Tientsin
Manila
Thursday 11. Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle

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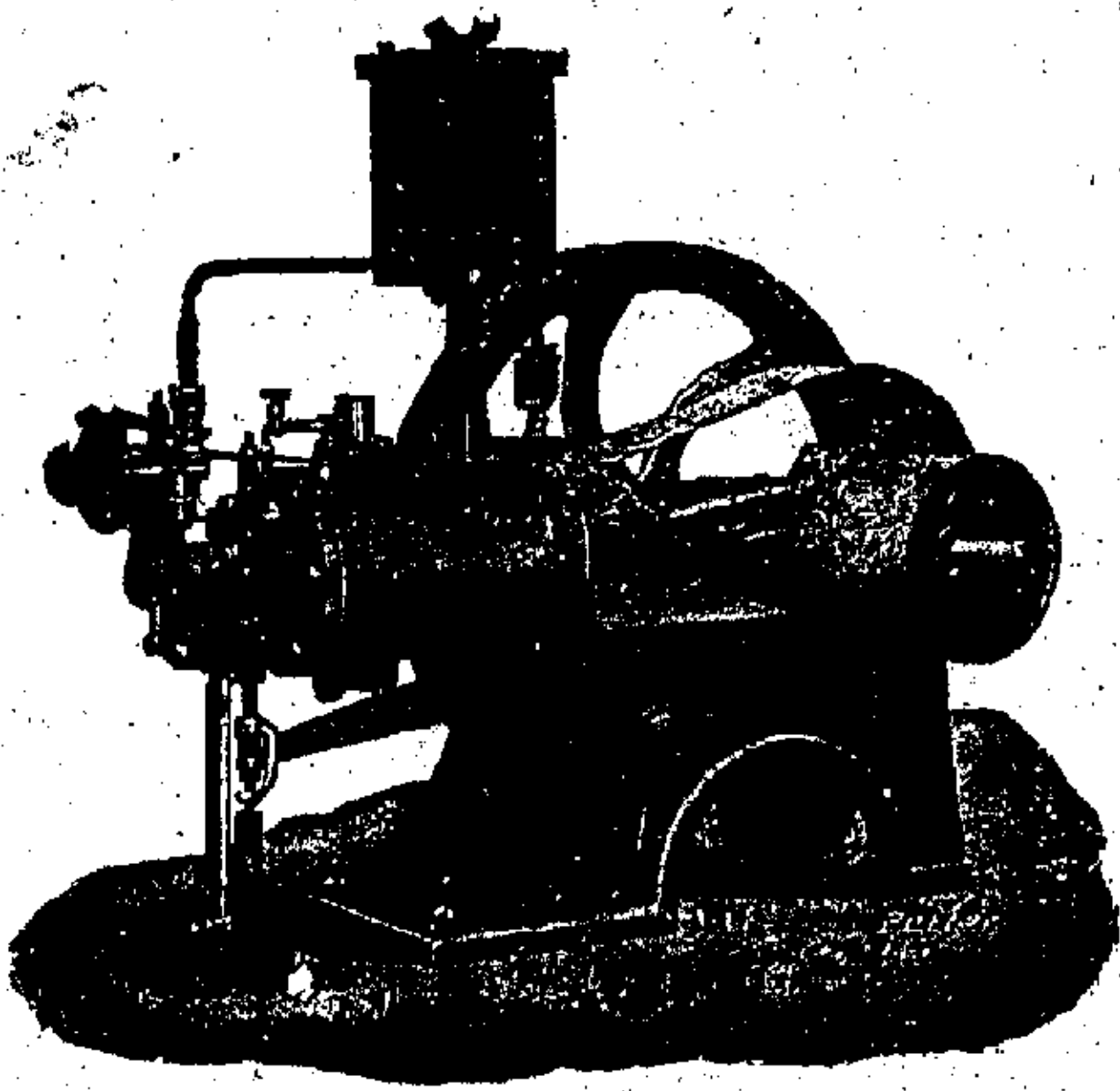
The simplest, safest and most economical

Oil Engine for driving

DAIRY MACHINERY,
CHAFF CUTTING,
GRINDING, SAWING,
PUMPING, and all kinds of Farm Work.

Starts in five minutes from cold.

No lamp or external flame after starting.



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ELECTRICAL AND MECHANICAL ENGINEERS.
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COMMERCIAL EXCHANGE CLOSING QUOTATIONS.

ON	DATE
LONDON:—	October 10th.
Telegraphic Transfer	134
Bank Bills, on demand	134
Bank Bills, at 30 days' sight	134
Bank Bills, at 4 months' sight	134
Credits, at 4 months' sight	134
Documentary Bills 4 months' sight	134
PARIS:—	
Bank Bills, on demand	229
Credits, at 4 months' sight	232
BRUSSELS:—	
On demand	186
NEW YORK:—	
Bank Bills, on demand	44
Credits, at 60 days' sight	45
BOMBAY:—	
Telegraphic Transfer	135
Bank, on demand	135
CALCUTTA:—	
Telegraphic Transfer	135
Bank, on demand	135
SHANGHAI:—	
Bank, at sight	73
Private, 30 days' sight	74
YOKOHAMA:—	
On demand	89
MANILA:—	
On demand	109
SINGAPORE:—	
On demand	11
HAIPHONG:—	
On demand	11
SAIGON:—	
On demand	85
HONGKONG:—	
Bank's Buying Rate	\$11.00
GOLD LEAF, 100 fine, per tael	\$57.40
SILVER, per oz.	\$25.
SUBSIDIARY COINS.	
Chinese	20 cents pieces
Chinese	10
Hongkong	20
Hongkong	10

SHARE LIST.—QUOTATIONS.

HONGKONG, OCTOBER 10TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$925, sellers
National Bank of China, Limited	99,925	\$7	26	\$78, buyers
Bank of China, Limited	8,604	12/6	12/6	\$8, sellers
Bank of Communications, Limited	60,000	\$12	12	\$91, sellers
China Bank, Limited	50,000	\$10	10	\$140, sellers
China Light and Power Company, Limited	50,000	\$1	1	\$8, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	10	
COTTON MILLS.—				
Ewo Cotton Spin. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 100.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 10	Tls. 10	Tls. 34, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 47.
Loan-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 50.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 220.
DAIRY FARM COMPANY, LIMITED	40,000	\$7 1/2	\$6	\$19, buyers
DOCK AND WHARF.—				
Hongkong & Wharves & C. Co., Ltd.	60,000	\$50	all	\$54, buyers
Hongkong & Wharves & C. Co., Ltd.	50,000	\$50	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$60	\$60	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 72.
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 108.
FAN YAT KEE & CO., LIMITED	18,000	\$25	\$25	\$9, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$4.65
HONGKONG & CHINA GAS CO., LIMITED	7,000	\$10	\$10	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$21, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100, buyers
HONGKONG ICE COMPANY, LIMITED	6,000	\$25	\$25	\$135.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	\$10	\$20, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7.
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, sales
China Trade Insurance Co., Limited	24,000	\$85.33	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$60.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115.
Union Insurance Society, Limited	12,000	\$250	\$100	\$835, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	\$10	\$100, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$50	\$30	\$32, buyers
Kowloon Land and Building Co., Ltd.	6,000	Tls. 50	Tls. 50	Tls. 111.
Shanghai Land Investment Co., Limited	78,000	\$50	\$50	\$39.
West Point Building Co., Limited	12,500	\$50	\$50	
Mining.—				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$13, sellers
Peak Tramways Co., Limited	25,000	\$10	\$10	\$12, sellers
Philippine Co., Limited	75,000	\$10	\$10	\$8.
RAFFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$147, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$15, sales
ROBINSON PIANO CO., LIMITED	4,000	\$50	\$50	\$60, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sales
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$23, buyers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$1, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$8, sel. L'don
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$16, buyers
Star Ferry Company, Limited	2,000,000	\$1	\$1	\$23, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$10.
Steam Laundry Company, Limited	10,000	\$25	\$25	\$52, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, buyers
Watkins, Limited	10,000	\$10	\$10	\$64, buyers
A. S. Watson & Co., Limited	96,000	\$10	\$10	\$12, buyers
Weissmann, Limited	3,000	\$10	\$10	\$11, sellers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$8, sellers
Union Waterboat Co., Limited	100 fliers	\$10	\$10	
RUBBERS.—				
Allagars	750,000	2/-	all	5/9
Anglo-Malays	1,500,000	2/-	all	5/9
Balgownie	151,200	\$1	all	\$11 (Sta.)
Batu Tigas	70,000	\$1	all	63/6
Bukit Kajangs	30,000	\$1	all	115/-
Castlefields, fully paid	70,000	\$1	all	17/6 prem.
Cheviots	250,000	\$1	all	107/6 ex. div.
Eastern and International	307,143	\$1	all	6/- prem.
Highlands and Lowlands	1,825,000	2/-	all	
Kannings	180,000	\$1	all	16/6
Kuala Lumpur	100,000	\$1	all	73/6
Labis	100,000	\$1	all	47/6
Ledbury's	900,000	2/-	all	12/5
Linggis	1,266,000	2/-	all	6/-
London Asiaties	1,750,000	2/-	all	6/9
London Ventures	50,000	\$10	all	\$25 (Sta.)
Merlemaus	50,000	\$2	all	\$27 (Sta.)
Pegohs	100,000	\$1	all	\$1
Sandycrofts	100,000	\$1	all	\$1
Sapungs	65,000	\$1	all	\$12 (Sta.)
Shelfords	125,000	\$2	all	11/3
Singapore and Johore	995,000	2/-	all	
Sunstra, Para	90,000	\$1	all	
Sungai-Kapras	170,000	\$1	all	112/6
United Serangs				

LEADS.	AMOUNT.	VALUE.	INTEREST.	QUOTATION.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Per.
				VERNON & SMITH, Share-Brokers.

THE CELEBRATED "THREE CASTLES" CIGARETTES

Are manufactured in Bristol from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have elapsed since their business was established.

MANUFACTURED IN TWO STRENGTHS

Mild (green label). Medium (yellow label).

50 Cents Per Tin of 50.

ALSO

"MAGNUMS" 75 cents per tin of 50.

CUTLER, PALMER & CO.

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ESTABLISHED 1815.

LONDON ADDRESS:
3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M. { \$49.50 for 1 doz. Quarts.
\$51.50 " 2 " Pints.

BRANDY ★ ★ ★ ★ - - - \$31.00

" " " " - - - \$28.25

" " " " - - - \$25.00

" " " " - - - \$19.75

" " " " - - - \$18.25

" " " " - - - \$26.00

" " " " - - - \$18.25

" " " " - - - \$24.50

" " " " - - - \$24.75

" " " " - - - \$18.00

" " " " - - - \$20.50

" " " " - - - \$24.75

THESE PRICES ARE INCLUSIVE OF DUTY.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS.

FORTHCOMING EVENTS.
Saturday, 15th Oct.—Twenty-ninth Ordinary Meeting of Canton Insurance Office Ltd., Noon.
Thursday, 20th Oct.—Auction of Valuable Leasehold Property at Auction Rooms, by Messrs. Hughes & Hong, Noon.
Wednesday, 2nd Nov.—Meeting of Licensing Board in Council Chamber, 2.15 P.M.

OPIMUM.

October 8th.

Quotations are:—

Malwa New ... \$2,250/2,300 per picul.

Malwa Old ... \$2,310/2,350 "

Malwa Older ... \$2,360/2,400 "

Malwa V. Old ... \$2,410/2,450 "

Persian fine quality ... \$1,400/1,500 "

Persian extra fine ... \$2,000 "

Patna New ... \$2,300 per chest.

Patna Old ... \$2,300 "

Banar New ... \$2,300 "

Banar Old ... \$2,275 "

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BEKANNTMACHUNG.

DIE amtlichen Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton werden während des Jahres 1910 im OSTASIATISCHEN LLOYD der CANTON WEEKLY NEWS und nach Bedarf auch in der HONGKONG DAILY PRESS veröffentlicht werden.
KAISERLICH DEUTSCHES KONSULAT.
Canton, den 15. Dezember, 1909. [1544]

BEKANNTMACHUNG.

DIE Bekanntmachung aus dem diesseitigen Handelsregister, sowie andere gesetzlich vorgeschriebene Veröffentlichungen werden im Jahre 1910 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.
KAISERLICH DEUTSCHES KONSULAT.
Swatan, den 16. Dezember 1909. [1537]

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Konsulats Pakhoi-Hollow werden im Jahr 1910 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.
KAISERLICH DEUTSCHES KONSULAT.
Pakhoi, den 24. Dezember 1909. [1568]